

TWENTY

ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

Lehigh Valley Railroad Company

TO THE

STOCKHOLDERS

JANUARY 10th. 1875

PUBLISHED BY

WILLIAM W. BISHOP & CO. PHILADELPHIA.

1875



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BOARD OF DIRECTORS

OF THE

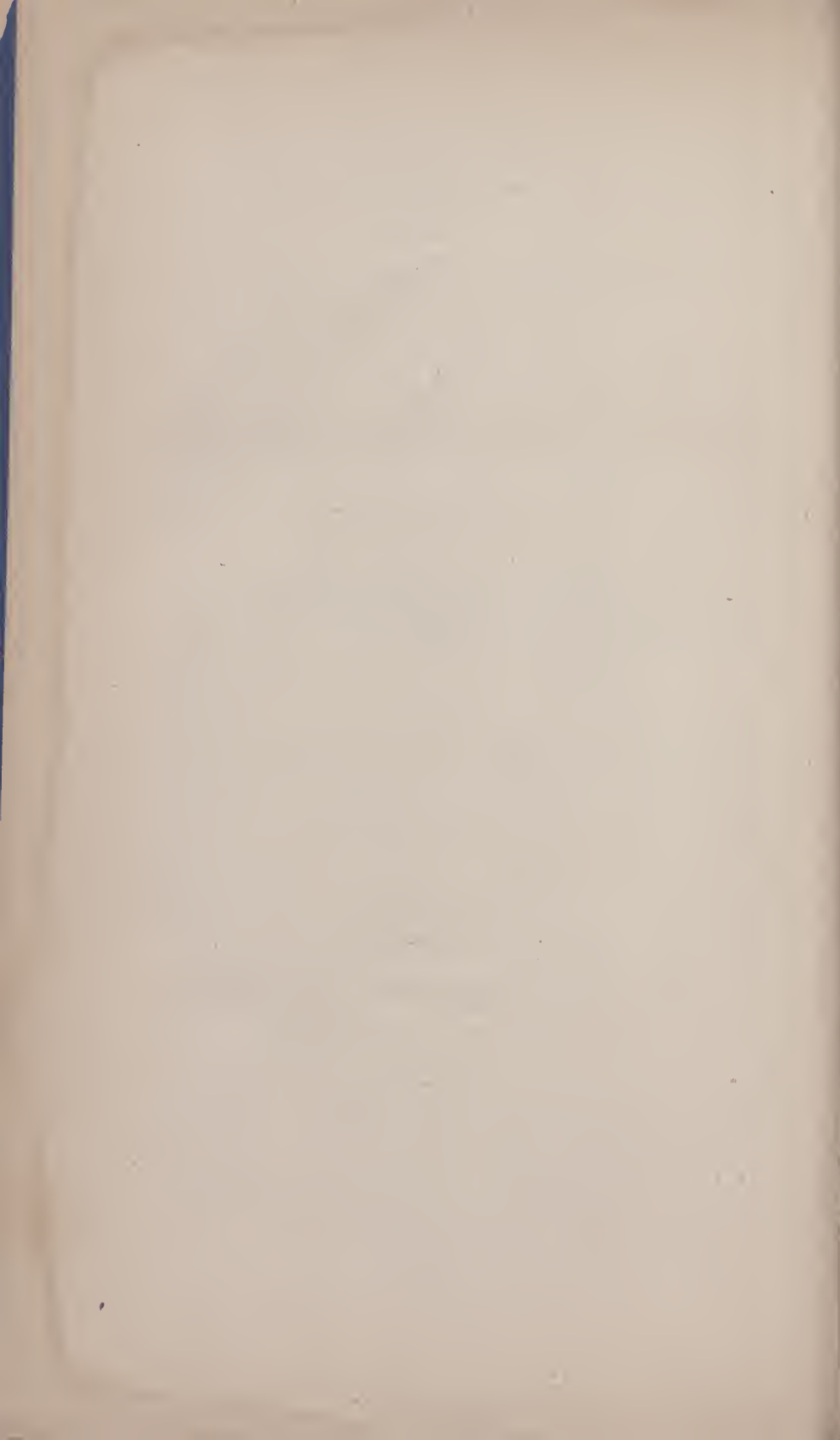
Lehigh Valley Railroad Company

TO THE

STOCKHOLDERS.

JANUARY 19th, 1875.

PHILADELPHIA:
WILLIAM F. MURPHY'S SONS, PRINTERS,
1875.



OFFICERS

OF THE

LEHIGH VALLEY RAILROAD CO.,

JANUARY 19th, 1875.

PRESIDENT,
ASA PACKER.

VICE-PRESIDENT,
CHARLES HARTSHORNE.

TREASURER,
LLOYD CHAMBERLAIN.

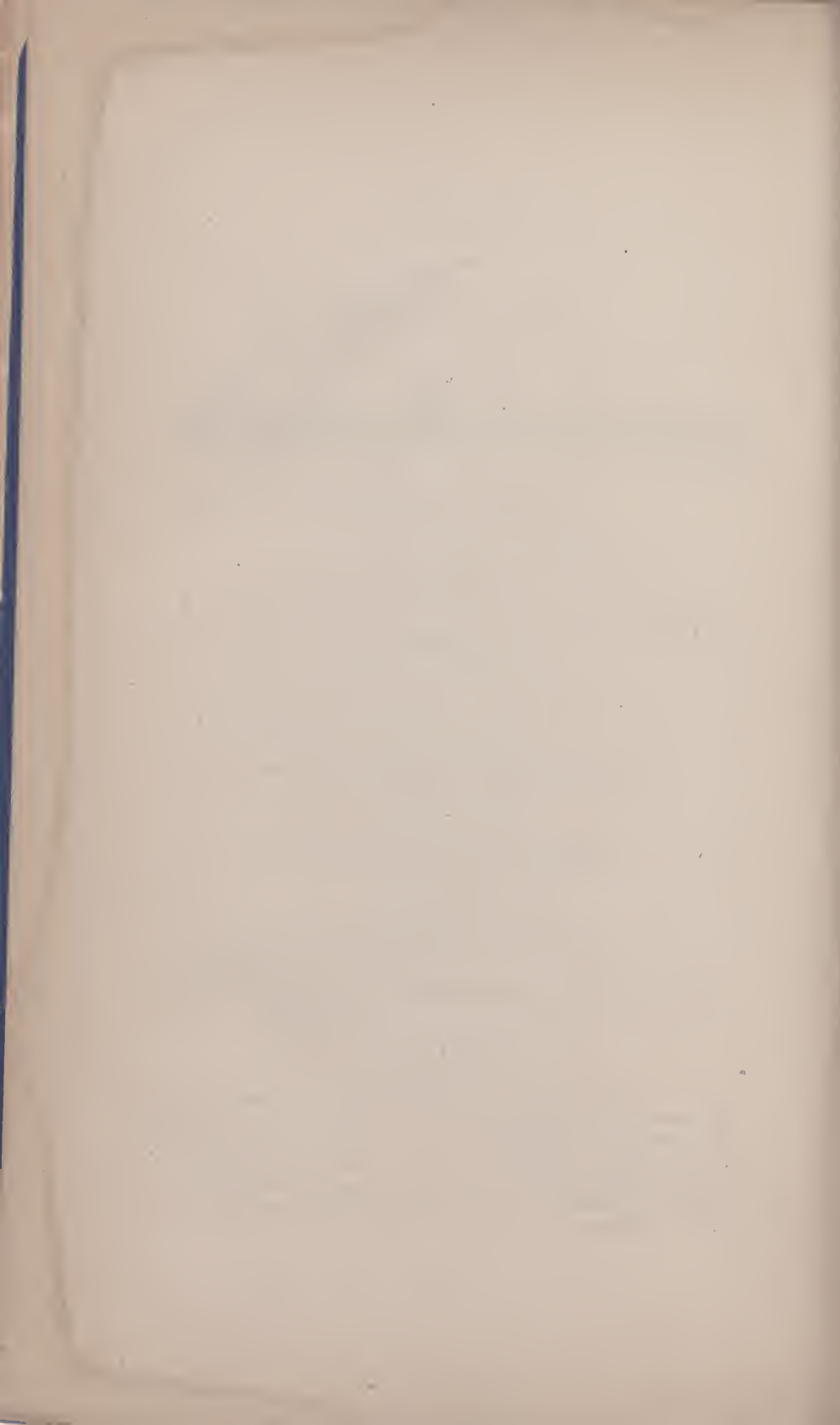
SECRETARY,
JOHN R. FANSHAW.

GENERAL SUPERINTENDENT AND CHIEF ENGINEER,
ROBERT H. SAYRE.

DIRECTORS,

CHARLES HARTSHORNE,
WILLIAM W. LONGSTRETH,
J. GILLINGHAM FELL,
JOHN TAYLOR JOHNSTON,
WILLIAM H. GATZMER,
DAVID THOMAS,

ASHBEL WELCH,
ARIO PARDEE,
WILLIAM L. CONYNGHAM,
WILLIAM A. INGHAM,
JOSEPH WHARTON,
GEORGE B. MARKLE.



ANNUAL REPORT

OF THE

LEHIGH VALLEY RAILROAD COMPANY.

JANUARY 19, 1875.

The anthracite coal tonnage for the past year, was.....	4,150,660 Tons.
That for 1873, was.	4,144,340 “
Being an increase of.....	6,320 “

In addition to this we carried of bituminous coal 26,622 tons, and in 1873, 28,026 tons, being a decrease of 1,404 tons.

Showing a total coal tonnage of 4,177,282 tons against, in 1873, 4,172,366 tons, and a net increase of 4,916 tons.

We refer to the report of the Superintendent and Engineer for further particulars.

The receipts from all sources (including interest from investments, net income from coal lands, &c., &c.), amounted to.....	\$7,336,967 10
Operating expenses of the road.....	3,471,418 41
Net income.....	<u>\$3,865,548 69</u>

By comparison with the result in 1873, it will be found that while the receipts from all sources have fallen off \$87,928.01, the operating expenses have been reduced \$413,441.56, showing an increase of net income for 1874, of \$325,513.55 over that of the previous year.

In making up the above accounts we have not included

any allowance for interest not actually received on such of our investments as are at present unproductive, either in coal lands, or in other railroads, &c.

As proposed in the last annual report, we negotiated early in the year \$5,000,000 of the sterling bonds authorized to be issued under our consolidated mortgage, and we have also disposed of \$859,000 of the registered bonds of that issue due in 1923.

The usual quarterly dividends, amounting to ten per cent. per annum, have been paid on the preferred and common stocks.

At the close of our fiscal year (November 30th, 1874) our capital account was as follows:

Preferred and common stocks (including scrip instalments)	\$24,505,447 50
Six per cent. bonds (coupons and registered) due in 1893	5,000,000 00
Seven per cent. registered bonds due in 1910	6,000,000 00
Consolidated mortgage bonds:	
Sterling	\$5,000,000 00
Registered	859,000 00
	<hr/>
	5,859,000 00
Total	<hr/>
	\$41,364,447 50
Floating debt, less cash on hand.	None.

We have acquired, during the year a controlling interest in the stock of the Philadelphia Coal Company, which holds leases on very valuable tracts of the Girard lands in the Mahanoy basin, belonging to the city of Philadelphia. This company has three collieries in operation, and others in process of erection.

The business of the Pennsylvania and New York Canal and Railroad Company has progressed satisfactorily, and the line has been further improved and considerable additions have been made to its equipment. We refer to the report of that company for fuller details of its condition.

The work on the Easton and Amboy Railroad has been continued, and much of the line is now ready to be used, and the whole will be opened for business as soon as the

connection is made through Musconetcong Tunnel. This we anticipate can be done in April next. About fifty miles of track are now laid, and the coal wharves at Perth Amboy will be ready for the shipment of all the coal that can be brought to them this year. We had expended upon this work to the end of our fiscal year \$6,202,568.75.

There has been no change in the board or general officers of the company during the past year.

By order of the Board.

ASA PACKER,

President.

OFFICE OF
SUP'T & ENG'R LEHIGH VALLEY RAILROAD CO.,
BETHLEHEM, PA., *November 30, 1874.*

HON. ASA PACKER, *President,*

SIR:

The total amount of anthracite coal transported over the main line and branches for the year was 4,150,659.10 tons, an excess over the previous season of 6,319.12 tons, or $\frac{1^5}{100}$ per cent., and an increase over any past year.

The coal was derived from the following sources:—

From.	1873.	1874.	Increase and Decrease.
Wyoming Region.....	881,628.13	1,046,967.05	165,338.12
Hazleton Region.....	2,123,097.17	1,986,479.06	*136,618.11
Upper Lehigh Region.....	2,974.15	4,733.05	1,758.10
Beaver Meadow Region.....	629,570.18	631,630.14	2,059.16
Mahanoy Region.....	503,802.02	475,604.05	*28,197.17
Mauch Chunk Region.....	3,265.13	5,244.15	1,979.02
Total	4,144,339.18	4,150,659.10	6,319.12

* Decrease.

And was delivered as follows:—

To	1873.	1874.	Increase and Decrease.
Penna. & New York R. R.....	485,184.02	569,718.06	84,534.04
Lacka. & Bloomsburg R. R.....	85,710.05	70,782.02	*14,928.03
Danville, Hazleton & W. R. R...	31,453.16	53,553.13	22,099.17
Northern Central Rwy.....	24,929.08	15,164.14	*9,764.14
Catawissa Br'ch of P. & R. R. R.	140.00	2,063.08	2,823.08
L. & S. Div. C. R. R. of N. J. at P. Haven, for canal.....	192,668.14	225,650.00	32,981.06
L. & S. Div. C. R. R. of N. J. at P. Haven, for rail.....	1,541.10	2,845.19	1,304.09
Lehigh Canal at Mauch Chunk...	81,700.15	95,664.12	13,963.17
On line of road above M. Chunk.	16,873.13	15,472.13	*1,401.00
At and above M. Chunk for Co.'s use.....	68,159.04	66,019.07	*2,139.17
At Mauch Chunk.....	2,731.18	2,233.17	*498.01
L. & S. Div. C. R. R. of N. J. at Packerton.....	14,222.19	13,064.09	*1,158.10
On line of r'd below M. Ck., local.	78,959.09	72,321.18	*6,637.11
On line of road below M. Chunk. for Co.'s use.....	51,517.13	50,079.07	*1,438.06
To furnaces and m'fg co.'s.....	653,552.02	530,822.11	*122,729.11
Phila. & Reading R. R.....		890.00	890.00
Berks County R. R.....		3,624.06	3,624.06
Catasauqua & Fogelsville R. R...	7,414.08	9,551.00	2,136.12
East Pennsylvania R. R.....	8,754.06	25,000.14	16,246.08
North Pennsylvania R. R.....	307,830.01	293,445.14	*14,384.07
Morris Canal.....	206,957.11	165,277.07	*41,680.04
Morris & Essex R. R.....	269,651.08	401,403.11	131,752.03
Bel. Del. Div. of Penna. R. R...	1,038,564.05	1,106,476.10	67,912.05
Central R. R. of N. J.....	515,822.11	558,633.12	*157,188.19
Totals.....	4,144,339.18	4,150,659.10	6,319.12
Total Canal.....	274,369.09	321,314.12	46,945.03
Total Rail.....	3,869,970.09	3,829,344.18	*40,625.11
Totals.....	4,144,339.18	4,150,659.10	6,319.12

The decrease in the amount of coal carried east from Mauch Chunk is 122,387 tons. The continued depression in all branches of business, but particularly in the various manufactures of iron, has caused a heavy decline in the quantity of coal consumed, amounting upon our line to

* Decrease.

129,368 tons less than last year, and accounting for our loss on east bound tonnage.

Tons of anthracite coal carried one mile.

From.	1873.	1874.	Increase and Decrease.
Wyoming Region.....	18,507,541.08	23,818,627.09	5,311,086.01
Hazleton Region.....	48,565,632.09	44,941,842.13	*3,623,789.16
Upper Lehigh Region.....			
Beaver Meadow Region....	14,017,863.06	13,677,147.11	*340,715.15
Mahanoy Region..	17,864,345.14	17,469,834.19	*394,510.15
Mauch Chunk Region.....			
Total above Mauch Chunk.	93,955,332.17	99,907,452.12	952,069.15
Total below Mauch Chunk.	128,197,228.10	124,524,014.17	*3,673,213.13
Grand Total.....	227,152,611.07	224,431,467.09	*2,721,143.18

The number of tons carried one mile was 1.20 per cent. less than the previous year. The rate per ton per mile received was $0.\frac{97}{100}$ cts. in excess of 1873.

Of miscellaneous freight there were transported 1,933,488.05 tons, equal to 67,298,048 tons transported one mile, a decrease of 845,197.07 mile tons, or 1.26 per cent. The decrease in receipts was \$75,267.39, or 5.61 per cent.

The whole of this decrease occurred in the items of lumber, pig iron, iron ore and live stock, aggregating \$84,251.98 less than last year.

The total number of passengers transported was 1,169,201, equal to 17,460,832 carried one mile, an increase over the previous year of 72,380 $\frac{1}{2}$, equal to 982,269 carried one mile, a gain of $5.\frac{96}{100}$ per cent. The receipts from this source (passengers, express and mail) show a gain of \$26,790.95, or $5.\frac{28}{100}$ per cent., and is in excess of any previous year.

* Decrease.

The total road receipts and expenses for the year were as follows :

From transportations of	Gross receipts.	Expenses.	Net receipts.
Coal	\$4,958,209.57	\$2,410,996.08	\$2,547,213.49
Freight	1,266,717.64	749,327.13	517,390.51
Passengers, express and mail.	534,463.81	311,095.20	223,368.61
Total	\$6,759,391.02	\$3,471,418.41	\$3,287,972.61
1873	6,710,564.57	3,884,859.97	2,825,704.60
Increase	\$48,826.45	.....	\$462,268.01
Increase per cent.....	0.73	.....	16.36
Decrease .....	.....	\$413,441.56	
Decrease per cent.....	.....	10.64	

There are now in use on all divisions of the road

142.41 miles of single track, and

90.11 miles of double track, in addition to which there are

14.46 miles of second track laid, but used as sidings, and

131.06 miles of sidings, making the whole length of track laid

468.15 miles, being an increase during the year of

6.04 miles.

There are also on the main line and branches 8.51 miles of grading complete, and ready for the track, as follows :

On Eastern Division..... .63 miles.

On Wyoming Division..... 5.20 miles.

On Hazleton Division..... 2.48 miles.

On Beaver Meadow Division..... .20 miles.

Total..... 8.51 miles.

The following materials were used for repairs and construction :

Division.	Steel Rails.	Iron Rails.	Switch Frames.	Frogs.	Cross Ties.	Splices.	Kegs of Spikes.
Eastern	46	3,212	51	61	76,023	2,719	347
Wyoming	19	700	15	38	34,369	642	175
Hazleton	12	2,654	44	87	36,501	3,732	242
Beaver Meadow	10	2,283	5	32	22,522	1,398	140
Mahanoy		1,704	13	40	27,984	1,455	101
Total	87	10,553	128	258	197,399	9,946	1,005
P. & N. Y. R. R.							
W. Barre to L. & B. Junction	392	521	7	10	11,366	638	30

RAILS.

We have relaid track with steel rails, and have now in use, as follows :

Miles of Steel Track.	On last report.	Relaid this year.	Total now in use.
On Eastern Division	52.35	.....	52.35
On Wyoming Division	31.95	.....	31.95
On Hazleton Division	5.42	.....	5.42
On Beaver Mead. Division	14.87	.....	14.87
Total miles	104.59	.....	104.59
P. & N. Y. R. R.			
W. Barre to L. & B. Junction		1.09	1.09

All of our steel rails are wearing well, and comparatively few have been removed during the year from any cause. Those first laid in 1864, are still in the track, and present much the same appearance as at last report.

BUILDINGS AND BRIDGES.

The new engine house at Packerton, spoken of in last report, has been completed, and is in use.

An addition of 75 feet in length has been made to the framed engine house at Fairview.

The wooden trestle work at the cotton factory, South Easton, has been replaced by a substantial structure of iron.

A temporary trestle work was erected to take the place of the bridge destroyed by fire at Penn Haven Junction.

A new truss girder bridge of 30 feet span, has been built over Big Black Creek, on Hazleton Division, to replace a trestle work, on account of the widening and deepening of the channel of the creek by the Union Improvement Company.

The bridge on Mahanoy Division, over the Catawissa Railroad, has been renewed.

An arched culvert of 6 feet span, and 94 feet in length, has been built over Frazer's Run, on Hazleton Division, and the trestle work heretofore at that place, is being filled up with refuse from Laurel Hill mine.

In addition to the above, we have built at South Easton, for the Easton and Amboy Railroad, 50 spans of road and farm bridges, 20 spans of double track iron girder bridges, and 2 water stations.

EQUIPMENT.

Our locomotive equipment has been increased during the year, as follows:

By engines purchased.....	20
By engines built at our own shops.....	4
	<hr/>
	24
Less sold to P. & N. Y. C. & R. R. Co.....	19
	<hr/>
Total.....	5
	<hr/>

We have increased our stock of cars, as follows :

BUILT AT OUR OWN SHOPS.

Gravel cars.....	57
Wreck and tool cars.....	2
Four-wheeled caboose cars.....	3
Four-wheeled coal cars.....	287

PURCHASED.

Eight-wheeled house cars.....	10
Eight-wheeled platform cars.....	23

Our equipment is now as follows :

	On last report.	Increase and decrease.	Nov. 30, 1874.
Engines of all classes.....	194	5	199
Passenger cars.....	44	5	49
Directors' car and pay car.....			2
Baggage and express cars.....	29		29
Gravel cars.....	69	57	126
Four-wheeled house cars.....	1		1
Eight-wheeled house cars.....	449	10	459
Stock cars.....	12		12
Wreck and tool cars.....	12	2	14
Four-wheeled caboose cars.....	3	3	6
Six-wheeled caboose cars.....	2	2	4
Eight-wheeled caboose cars.....	20		20
Four-wheeled platform cars.....	13	*4	9
Six-wheeled platform cars.....	100		100
Eight-wheeled platform cars.....	388	23	411
Eight-wheeled gondola cars.....	264		264
Lime cars.....	44		44
Coal cars, rated as four-wheeled.....	17,210	287	17,497

The loss of the bridge at Penn Haven Junction, 3 spans of 125 feet each, by fire, on the night of September 8th, caused a suspension of coal traffic from Wyoming Division for three days. Through the courtesy of the Central Railroad Company of New Jersey, our freight and pas-

* Decrease.

senger trains were run over their road from Penn Haven Junction to Wilkesbarre. The bridge was replaced temporarily by a trestle work, and subsequently by a wooden truss bridge, which is amply secure for present purposes; but both this and the bridge at White Haven should be replaced with iron structures at an early day. Measures are now being taken looking to the building of an iron bridge across the Delaware at Easton. Surveys have been made with a view of improving our line near Rockport, by the construction of a tunnel 1100 feet in length, which will effect a saving in curvature of 331 degrees. The cost of double track tunnel and approaches, with the necessary change of line above the tunnel, will amount to \$200,000. The cost of double tracking our present line, with some modifications of alignment, will be \$120,000, a difference of \$80,000; from this should be taken \$30,000, saving in double-track, leaving \$50,000 against the new line. To offset this we would have the saving in repairs and transportation over the old track, and the avoidance of curvature. No other argument is needed in favor of the tunnel line.

The work on the Easton and Amboy Railroad is drawing to a close, there being but $1\frac{4}{10}$ miles yet unfinished to complete the grading. $43\frac{1}{10}$ miles of the entire distance has been graded for double track, and much of the remaining distance will be widened for two tracks before the opening of the road. A distance of 3,500 feet at the east end of the tunnel will be graded for four tracks, with material from the tunnel. The work yet remaining to be done to complete the tunnel, is 156 feet lineal of heading, 1279 feet lineal of enlargement, 200 feet lineal of arching, at the west end in soft ground, and about 275 feet of arching in loose rock; 2540 feet of heading have been driven in the past year, showing great energy on the part of the contractor.

To complete the grading of the whole road for a double track, will require the removal of about 440,000 cubic yards. This does not include any tunnel excavation, of which there yet remains about 15,000 cubic yards.

All the important bridges upon the line are completed. They are first-class structures, built by Kellogg & Maurice, Keystone Bridge Company, Phillipsburg Manufacturing Company and Charles Macdonald. There are yet remaining to put up 11 small bridges, varying in span from 13 to 35 feet. These are being built at our South Easton shops, and are nearly ready for erection. There will be between Phillipsburg and Perth Amboy, 39 iron bridges and girders in spans of from 11 to 172 feet, making a total of 3,647 feet lineal of double track bridge superstructure.

The work at Perth Amboy is well underway. One coal pier, with the connecting trestling, is done, except laying the tracks and putting in the iron shutes. The second one will be in similar condition by March 1st, 1875. A third pier for general freight, built precisely like the others, except the trestling and shutes, is nearly completed; this has been so arranged as to be convertible into a coal pier at any time it may become necessary, by the erection of trestling, &c., upon it. The timber and piles for all the work now contemplated is now on hand. The dredging of the canals between the piers is about half done.

All the material for the main track, and 40 miles of second track, has been contracted for, and is in process of delivery. 40 miles of single track and 4 miles of sidings have been laid, most of which has been ballasted with gravel. Track laying will be pushed through the winter, so that by the opening of spring and the completion of the tunnel, we may begin to reap some benefit from the large outlay made.

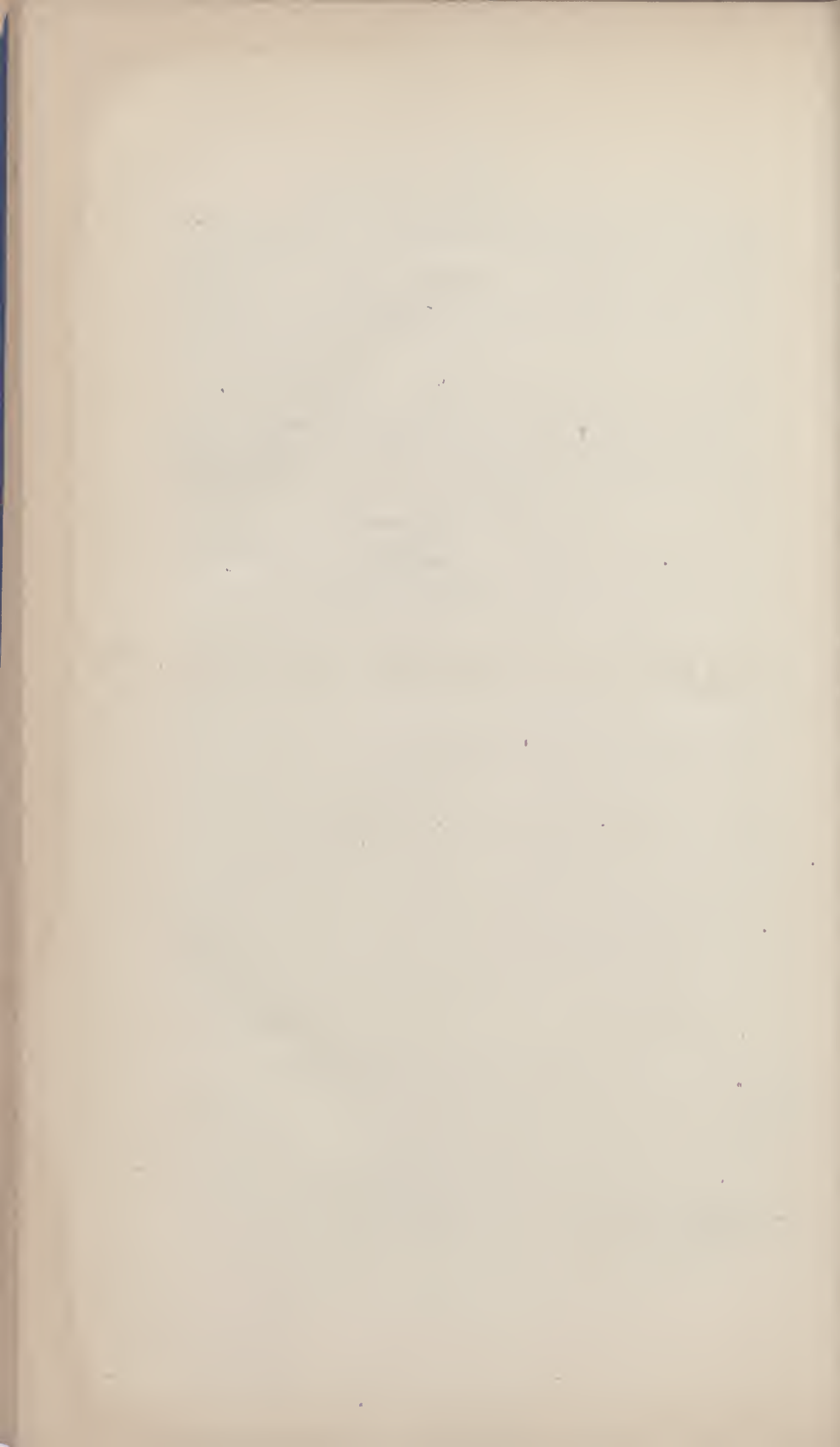
Up to date there has been expended for	
Construction, bridging and track.....	\$4,647,276 88
Right of way.....	940,437 56
Perth Amboy real estate and coal wharves.	556,027 21
Real estate, taxes and sundry other items...	58,827 10
Total.....	<u>\$6,202,568 75</u>

Expressing renewed obligations to my several assistants in transportation and construction departments, and to our employees generally,

Very respectfully,

ROBERT H. SAYRE,

Superintendent and Engineer.



REPORT
OF THE
PENNSYLVANIA AND NEW YORK CANAL
AND
Railroad Company.

OFFICERS

OF THE

Penna. and New York Canal and Railroad Co.

President,

ROBERT H. SAYRE.

Treasurer,

CHARLES HARTSHORNE.

General Superintendent,

ROBERT A. PACKER.

Directors,

ASA PACKER,

WILLIAM W. LONGSTRETH,

CHARLES HARTSHORNE,

ROBERT A. PACKER,

VICTOR E. PIOLLET,

GARRETT B. LINDERMAN,

J. HENRY SWOYER,

JOHN J. TAYLOR,

ROBERT LOCKHART,

JOHN W. HOLLENBACK,

WILLIAM H. SAYRE,

ELISHA P. WILBUR.

REPORT.

TO THE STOCKHOLDERS OF THE PENNSYLVANIA
AND NEW YORK CANAL AND RAILROAD COMPANY.

The Managers submit the following report of the business of the past year :

The earnings and expenses for the year ending November 30th, have been

From	Gross Receipts.	Expenses.	Net Receipts.
Coal transportation.....	\$909,405 90	\$622,415 24	\$286,990 66
Freight transportation.....	369,697 63	271,095 63	98,602 00
Passenger, express and mail.....	172,794 35	120,205 19	52,589 16
Sullivan and Erie Railroad	18,867 18	.....	18,867 18
Miscellaneous sources.....	14,840 12	.....	14,840 12
Pennsylvania and New York Canal.....	878 15	3,227 41	Loss 2,349 26
Total	\$1,486,483 33	\$1,016,943 47	\$469,539 86
1873.	1,487,048 28	1,038,686 85	448,361 43
Increase .....	.....	.....	21,178 43
Increase per cent. ....	.....	.....	4.73
Decrease	\$564 95	\$21,743 38	.....
Decrease per cent.....	.04	2.09	.....

There has been charged during the year for interest on bonds, \$210,000, leaving \$259,539.86 as applicable to dividends, and State and local taxes.

Compared with last year, the business shows an increase from coal transportation and miscellaneous sources, and a decrease from freight and passenger transportation, and from Sullivan and Erie Railroad, but an increase of \$21,178.43 in net earnings.

The coal traffic has been larger than ever before, and including both kinds, exceeds 1,000,000 tons; for details of this and other matters of interest, you are referred to the superintendent's report, accompanying this.

It will be observed, that our anthracite tonnage to Geneva, Ithaca and Athens Railroad and Southern Central Railroad has increased, and although that to the Erie Railway is not quite so large as last year, the aggregate increase to our Northern connections has been about 71,000 tons.

The cost of transfer of coal and other freights at Waverly, including labor and loss from waste is serious; so far as coal is concerned there is no remedy, but a gauge of road corresponding with our own. The transfer of other freights may be much facilitated, and the expense reduced by the erection of machinery for the transfer of the car bodies from wide to narrow gauge trucks, and vice versa.

The policy adopted of building a few miles of siding each year on the line of the second track, has been continued, and in a few years the entire road will thus be double tracked.

The difference between the cost of iron and steel rails is now less than ever before, and has probably reached its minimum; about 1,800 tons of iron rails were used in repairs of track during the past year, the increased cost of these at present difference in price would have been but \$36,000, or considerably less than sufficient to reroll the iron. We would advise the use of steel for future repairs.

By order of the Board,

ROBERT H. SAYRE,
President.

OFFICE OF THE GENERAL SUPERINTENDENT
 PENNA. AND NEW YORK CANAL AND R. R. Co.,
 TOWANDA, PA., *November 30, 1874.*

ROBERT H. SAYRE, Esq.,
 President P. & N. Y. C. & R. R. Co.

SIR:—I respectfully submit the following report for
 fiscal year closing with this date:

COAL TONNAGE.

The coal tonnage by rail was slightly in excess of that of any previous year, and for the first time since the opening of the road, exceeded one million tons. The increase, though not large, is the more gratifying, from having occurred in a year of very moderate business activity, thus indicating a healthy growth in our trade, and inspiring confidence in its future increase.

The total coal tonnage for 1874, was 1,016,747. $\frac{11}{16}$ tons, and is here compared with tonnage of previous year.

	1873.	1874.	Increase.
	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.
Anthracite	685,373.15	714,030.09	28,656.14
Bituminous	294,868.05	302,717.02	7,848.17
Total	980,242.00	1,016,747.11	36,505.11

The anthracite coal came from the following sources :

Region.	1873.	1874.	Increase and Decrease.
Wyoming.....	644,097.14	675,838.16	Inc. 31,741.02
Hazleton	4,741.09	4,478.17	Dec. 262.12
Beaver Meadow.....	1,177.16	211.19	Dec. 965.17
Mahanoy	88.18	9.02	Dec. 79.16
Sullivan	33,267.18	33,491.15	Dec. 1,776.03
Total.....	685,373.15	714,030.09	Inc. 28,656.14

This coal was distributed as follows :

	1873.	1874.	Increase and Decrease.	
	Tons. Cwt.	Tons. Cwt.	Tons.	Cwt.
On line of road.....	28,052.04	23,183.07	Dec.	4,868.17
To Montrose Railway.....	2,724.06	3,612.15	Inc.	888.09
To Geneva, Ithaca & A. R. R..	145,448.16	216,261.05	Inc.	70,812.09
To Southern Central R. R.	155,192.18	172,898.06	Inc.	17,705.08
To Lacka. & Bloomsburg R. R.	1,443.05	393.02	Dec.	1,050.03
To Lehigh Valley R. R.....	24,004.13	24.15	Dec.	23,979.18
To Erie Railway.....	242,383.06	214,096.12	Dec.	28,286.14
To Erie R'way, for Watkins....	13,280.10	23,300.18	Inc.	10,020.08
To Elmira.....	46,816.03	33,295.08	Dec.	13,520.15
Used by P. & N. Y. Co.....	26,027.14	26,964.01	Inc.	936.07
Total.....	685,373.15	714,030.09	Inc.	28,656.14

The sources of supply and distribution of bituminous coal tonnage, were as follows :

	1873.	1874.	Increase and Decrease.	
	Tons. Cwt.	Tons. Cwt.	Tons.	Cwt.
<i>From Barclay Region.</i>				
Towanda Coal Co.....	214,669.14	194,376.11	Dec.	20,293.03
Fall Creek Coal Co.....	79,814.02	16,725.01	Dec.	63,089.01
Schraeder Coal Co.....		91,156.14	Inc.	91,156.14
<i>From North'n Central Railway.</i>				
Gas Coal.....	384.09	458.16	Inc.	74.07
Total.....	294,868.05	302,717.02	Inc.	7,848.17

Distribution.	1873.	1874.	Increase and Decrease.	
	Tons. Cwt.	Tons. Cwt.	Tons.	Cwt.
On line of road.....	1,262.12	2,493.01	Inc.	1,230.09
To Southern Central R. R.....	22,557.10	54,234.19	Inc.	31,677.09
To Geneva, Ithaca & A. R. R....	548.18	40,866.17	Inc.	40,317.19
To Lehigh Valley R. R.....	1,179.19	4,824.06	Inc.	3,644.07
To Erie Railway.....	269,201.02	199,862.05	Dec.	69,338.17
To P. & N. Y. Co., for use.....	118.04	435.14	Inc.	317.10
Total.....	294,868.05	302,717.02	Inc.	7,848.17

The Schraeder Coal Company commenced shipping from their mines on Carbon run, on 26th of March last, and their production during the remaining eight months of the year, has been 91,156.14 cwt.

In the following statement, anthracite and bituminous coal are both included, and the distribution of the combined tonnage shown :

ANTHRACITE AND BITUMINOUS COAL.

Distribution.	1873.	1874.	Increase and Decrease.	
	Tons. Cwt.	Tons. Cwt.	Tons.	Cwt.
On line of road.....	29,314.16	25,676.08	Dec.	3,638.08
To Montrose Railway.....	2,724.06	3,612.15	Inc.	888.09
To Southern Central R. R.....	177,750.08	227,133.05	Inc.	49,382.17
To Geneva, Ithaca & A. R. R....	145,999.14	257,128.02	Inc.	111,130.08
To Lacka. & Bloomsburg R. R.	1,443.05	393.02	Dec.	1,050.03
To Lehigh Valley R. R.....	25,184.12	4,849.01	Dec.	20,335.11
To Erie Railway and Watkins.	524,864.18	437,259.15	Dec.	87,605.03
To Elmira.....	46,816.03	33,295.08	Dec.	13,520.15
To P. & N. Y. R. R., for use...	26,145.18	27,399.15	Inc.	1,253.17
Total.....	980,242.00	1,016,747.11	Inc.	36,505.11

A marked increase will be observed in amount of coal delivered to the Southern Central and Geneva, Ithaca and Athens Railroads. The volume of return freights, has also been largely augmented. Business to and from these roads must continue to increase, and steps should be

taken to provide better facilities for its interchange with our road at Sayre.

The decrease in amount delivered to Erie Railway, is not so much an indication of tonnage lost, as an illustration of the effect of competition between the several routes to which coal is delivered for distribution.

SULLIVAN AND ERIE RAILROAD.

We have continued to run the trains on Sullivan and Erie Railroad as heretofore, and have received as compensation, the sum of \$18,869.18, being a decrease of \$1,872.12, as compared with previous year.

I give below a statement of the total shipments from mines in Sullivan region, the local coal not appearing in tonnage statement given above.

	1873. Tons. Cwt.	1874. Tons. Cwt.	Decrease. Tons. Cwt.
Local on S. & E. R. R.....	6,445.01	4,483.10	1,961.11
Delivered to P. & N. Y. R. R	35,267.18	33,491.15	1,776.03
Total.....	41,712.19	37,975.05	3,737.14

This property has recently been sold under a foreclosure of the first mortgage bonds, and the indications are that the new management will equip and run the road themselves, thus relieving our rolling stock employed thereon.

EQUIPMENT.

We have increased our motive power by purchase from Lehigh Valley Railroad Company, in January last, of six passenger, ten freight, and three shifting engines, which were then employed on our road, and from Baldwin Locomotive Works, two passenger engines, or twenty-one engines in all.

We have built at Waverly, two four-wheel cabooses

cars for coal trains, increasing our car equipment by that number, and fifty-three new four-wheel coal cars of standard pattern, to replace an equal number condemned and torn up. The cost of additions and renewals in car department has been charged to repairs.

We now have the following:

- 39 Locomotives.
- 2 Passenger cars.
- 57 Eight-wheeled platform cars.
- 200 Eight-wheeled gondola cars.
- 70 Eight-wheeled stock cars.
- 231 Eight-wheeled house cars.
- 800 Four-wheeled coal cars.
- 31 Four-wheeled gravel cars.
- 4 Eight-wheeled caboose cars.
- 16 Four-wheeled caboose cars.
- 2 Derrick or wrecking cars, and a suitable supply of hand cars, dirt trucks, &c., for repairs of track.

TRACK AND BRIDGES.

The total length of track now laid and in use, is 184. $\frac{98}{100}$ miles, an increase over previous year of 15. $\frac{54}{100}$ miles.

The following items are included in total mileage of track:

Main line Wilkesbarre to State line.....	104.30
Second track in use as such.....	20.51
Sidings, and second track used as sidings.....	36.23
Waverly & State Line Railroad, and sidings on same.....	3.37
Connection with G. I. & A. R. R., and sidings on same.....	2.66
Connection with S. C. R. R., and sidings on same.....	2.30
Sidings at Waverly.....	.39
Sidings at Elmira.....	1.28
Towanda branch and sidings.....	2.63
Pleasant Valley branch and sidings.....	6.18
Sidings at West Pittston.....	.91
Plainesville branch.....	.50
Mill Creek branch.....	2.61
Mineral Spring branch.....	1.06
Total.....	<u>184.98</u>

Double track is now completed and in use between Towanda and State Line, with the exception of about 2000 feet at Sugar Creek, which cannot be laid until a new bridge is erected over that stream. The masonry has been prepared for this.

The tracks approaching west end of Towanda Bridge have been laid on the new location, reducing the curve from 12 to 8 degrees, and by a direct connection with Towanda Branch, dispensing with the use of crossing frogs, in main track, at end of bridge.

The improvement in alignment and grades between Towanda and Athens has been very marked. New culverts and cattle passes have been put under the track where required, and on the completed portions, all wooden bridges have been replaced by iron. These improvements involved the erection of new masonry and superstructure for 4 double track bridges of 30 to 44 feet in length, and the rebuilding of bridge across Chemung river, at Athens. The removal of the dam in river at this point left the bottom of the foundation cribs above low water mark, and exposed to danger from floods. It was, therefore, necessary to take down the piers and rebuild from a deeper foundation. The new masonry was built on an enlarged plan, and a new double track iron bridge, 526 feet in length, erected thereon, replacing the former wooden structure.

The removal of Towanda dam last spring, and the consequent lowering of water level, left the timber foundation cribs of bridge at that point exposed to the weather. To protect these, we have sunk around each crib a boiler iron caisson, extending below the bottom course of timber and reaching above the top of crib. These properly secured, have been filled with broken stone and cement, and the whole protected with brush and stone rip-rap.

The lower chords of wooden bridges at Meshoppen and Falls showing signs of weakness, an additional system of

iron chords has been devised and applied to each, thus increasing their strength and durability.

The bridge crossing bed of old canal, near Meshoppen, is being taken down, and will be replaced by an embankment.

Necessary repairs have been made on the other bridges, as required.

From Rummerfield north, about one mile, a new main track has been graded and laid. The former main track being converted to a siding for passing trains.

In Frenchtown narrows new track has been laid on grading done last year, and line improved.

Grading for change of track at Girard lock was finished in September, and track is now laid and in use thereon. This change dispenses with a bridge over canal lock, takes out two 12 degree curves in main track, and improves the grade.

Between Wyalusing and Laceyville, about 4,500 feet of grading has been done on new line, and a track laid thereon is used as a siding.

Below Falls, a siding 2,000 feet long was laid on grading done last year, and 5,500 feet additional graded; this is all on location of second track. Below Ransom, about 3,500 feet, mostly graded last year, is ready for second track.

The work between Falls and Coxton is light, and materials for the most part convenient. Double track on this portion of the road would facilitate the movement of trains in a greater degree than upon any other equal section, and should, after the completion of work between Towanda and Waverly, be provided without delay.

Smaller sidings have been put in at some of the stations, additional tracks have been laid in Coxton yard, some grading done, and minor improvements not enumerated above, effected.

Between Pittston and Wilkesbarre, $2\frac{26}{100}$ miles of double

track are in use, and about 4,000 feet additional grading ready for track.

An arch culvert, 6 feet in diameter, and of sufficient length to receive embankment for two tracks, has been finished at Carney's creek, near Horse Race dam.

The steel rails laid in Waverly yard, December, 1872, and subject to heavy traffic, show no apparent signs of wear, and 392 steel rails have been put in main track near Pittston during present year.

We have used during the year, in laying new track, 6,231 iron rails, 41,024 cross ties, 38 sets switch irons and frogs, and a proportionate number of splice plates and bolts, spikes and other materials, and in repairs of track, 6,925 new iron rails, 392 new steel rails, 1,894 old iron rails repaired and relaid, 94,200 cross ties, 6,506 pairs splices, 34 frogs, &c.

An equal or greater amount of iron will be required for repairs during the coming year, while the number of ties needed will probably be less than for present year.

BUILDINGS.

A brick passenger depot, 34 by 56 feet, and two stories in height, has been erected at Towanda, and is now in use. The first floor contains waiting rooms for passengers, ticket office and baggage room. The second floor is divided into offices suitably accommodating the business of the road. The building is supplied with heating apparatus, water and gas, and is substantially built, and well finished throughout.

Being unable any longer to rent suitable rooms for a freight office at Waverly, a lot 25 by 50, was purchased early in the spring and an office erected on it. This is a substantial frame building, 20 by 36 feet, and conveniently located and arranged for the business.

In consequence of change of line at Ulster, the depot had to be moved about 200 feet, and a new platform

built. For the same reason, a new depot will be required at or near Milan during the coming year.

The depot at Laceyville has been altered, repaired and painted.

One mile in length of 3 inch cast iron pipe has been laid from Falling Spring to Coxton, and supplies the tanks at that place. The Falling Spring tank, which would otherwise need to be rebuilt, can now be dispensed with.

The capacity of the cattle yards at Waverly has been increased, and the whole premises graded, drained and otherwise improved.

The coal transfer pockets at Waverly are rapidly deteriorating in strength. Repairs are being made which will probably carry them through another season, after which they will need repairs, nearly or quite equivalent to an entire renewal.

Attention has been called in previous reports to the pressing need of suitable shops at Sayre, for the repairs of engines and cars. The temporary buildings now used as shops are inadequate in size, and unprovided with tools and facilities necessary for the economical performance of the service required.

A new turn-table and engine house are needed at Towanda, and a building of sufficient size to properly accommodate the freight business at that place should be provided without unreasonable delay.

Our relations with connecting roads, have in the main, been satisfactory, and in the transaction of business on our own road, I have had the hearty co-operation of the employees generally.

Yours truly,

R. A. PACKER,

Superintendent.

